

Remarks

The Examiner is thanked for the Official Action dated October 04, 2002. This amendment and request for reconsideration is intended to be fully responsive thereto.

The drawings were objected to for including handwritten text. Applicant has concurrently filed a separate Letter to the Draftsperson seeking approval of several drawing corrections intended to remove the handwritten text. Applicant notes that various text associated with signals and variable have not been removed from the drawings because they are proper. No new matter has been entered.

The drawings were also objected to for failing to include the reference "REZ" mentioned at page 7 of the original specification. Applicant has amended the specification to correct a typographical error because "REZ" should be "RAZ". No new matter has been entered.

Claims 1-8 and 11-18 were rejected under 35 U.S.C. §102(b) as being anticipated by Hartford et al. (USP 4,255,789). Claims 9, 10, 19 and 20 were rejected under 35 U.S.C. §103(a) as being unpatentable over Hartford et al. '789 in view of "common knowledge in the art". These rejections are respectfully traversed in view of the following remarks.

Hartford et al. '789 relates to a method and apparatus for controlling an internal combustion engine which is completely different from an electric machine such as an alternator. For example, there is no stator or rotor in an internal combustion engine. In fact, there is no mention or reference to any alternator in Hartford et al. '789. Thus, it is clear that Hartford et al. '789 does not disclose

"... a rotor mounted in the stator; a regulator circuit connected in the alternator and defining a variable reference voltage, the regulator


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circuit being adapted to vary the excitation of the alternator by comparing a signal representing the output voltage of the alternator with the said reference voltage ...". See claim 1.

The examiner asserts, without reference to column or line number, that Hartford et al. '789 teaches these and other features of the invention. Because these features are disclosed or suggested in Hartford et al. '789, the rejection under 35 U.S.C. §102 must be withdrawn.

It is respectfully submitted that the above amendments and comments resolve all outstanding issues and place this application in condition for allowance. Should the Examiner believe additional discussion would advance the prosecution of the present application, they are invited to contact the undersigned at the local telephone number listed below.

Respectfully submitted,

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APPENDIX OF AMENDMENTS

IN THE DRAWINGS

Applicant has concurrently filed a separate Letter to the Draftsperson requesting approval of corrections to the drawings to remove text.

IN THE TITLE

Please amend the Title as follows:

ENGINE CONTROL APPARATUS WITH AN ALTERNATOR [EQUIPPED
WITH IMPROVED INTERFACE MEANS BETWEEN AN ENGINE CONTROL
APPARATUS AND ITS] REGULATOR CIRCUIT INTERFACE MEANS, AND
A CORRESPONDING INTERFACE

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IN THE SPECIFICATION:

Please amend the specification at page 7, lines 18-24 as follows.

Reference is now made to Figure 4, which is a logic diagram showing the architecture of the conversion circuit or interface 30. It comprises a first logic circuit L1 which receives the PWM signal as an input, and which has an output that delivers a zeroing signal [REZ] RAZ. The way in which this zeroing signal is used will be seen later herein. The same output also delivers an error signal ERR which will also be used in a manner to be described later.